



City of Seattle

Department of Construction & Inspections
Nathan Torgelson, Director

DESIGN
REVIEW

EARLY DESIGN GUIDANCE OF THE SOUTHEAST DESIGN REVIEW BOARD

Project Number: 3025996

Address: 7100 Beacon Ave. S.

Applicant: Seth Hale, mas Architecture

Date of Meeting: Tuesday, March 14, 2017

Board Members Present: Julian Weber (Chair)
Carey Dagliano Holmes
Sharon Khosla
Charles Romero
David Sauvion

Board Members Absent: None

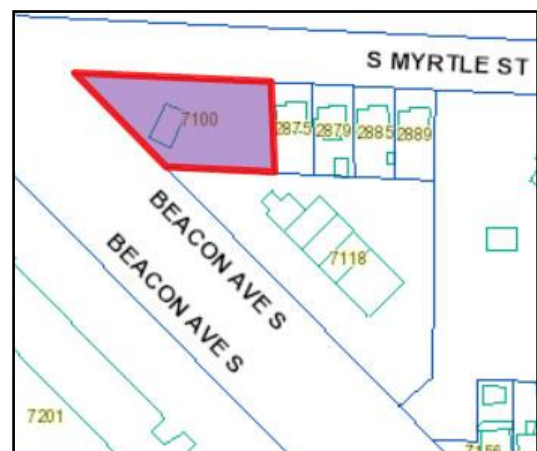
SDCI Staff Present: Sean Conrad, Shelley Bolser

SITE & VICINITY

Site Zone: Neighborhood Commercial 1 – 30'
height limit (NC1 - 30)

Nearby Zones: (North) Single Family Residential
5,000 square foot lot size (SF 5000)
(South) NC1-30
(East) SF 5000
(West) Sf 5000

Lot Area: 16,976 square feet



Current Development:

The site is located at the intersection of S. Myrtle St. and Beacon Ave. S. The site has a slight slope to the east with an overall elevation change on the property of approximately 10 feet. The site is developed with a car repair shop with pavement covering the remaining area of the lot.

Surrounding Development and Neighborhood Character:

The project site is located at the intersection of two relatively busy streets. The immediate neighborhood is developed with a mix uses with a community center and park north of the site. To the west of the site, across Beacon Ave S., is an elementary school. East of the site are single-family residential homes and south of the site is an older strip commercial building with a mix of office and retail uses.

Access:

Access to the project site is provided by Beacon Ave. S. on its west side and S. Myrtle St. on its north side.

Environmentally Critical Areas:

The project site does not have any identified environmental critical areas.

PROJECT DESCRIPTION

The proposal is to allow three, 4-story buildings with 13 townhouse units and 3 live-work units. Parking for 14 vehicles will be located on the site (at grade and garage parking). Existing structure to be demolished.

The design packet includes information presented at the meeting, and is available online by entering the project number at this website:

<http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

The packet is also available to view in the file, by contacting the Public Resource Center at SDCl:

Mailing Public Resource Center

Address: 700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

EARLY DESIGN GUIDANCE March 14, 2017**PUBLIC COMMENT**

No public comments were received at or prior to the Early Design Guidance meeting.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: <http://web6.seattle.gov/dpd/edms/>

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance for the applicants:

1. Massing

- a. The Board favored proposed massing Option 3, the applicant's preferred option, due to the potential for pedestrian access to and from the site, siting of the three buildings to the adjacent properties, providing parking internally within the project site, commercial response to Beacon Ave. S., and open space locations. (CS2-C)
- b. The Board agreed that the proposed rooftop deck space was appropriate and a nice amenity. The Board appreciated the direct solar access residents gained by having the rooftop decks. (CS1-B)
- c. The Board had concerns with the interaction of the project and the neighboring residential homes to the east. The Board requested an elevation view of the project from the east, providing a visual example of what the neighbor will see once the project is completed. (CS2-A)

2. Streetscape

- a. The Board encouraged the applicant to further refine the screening design concept for the trash/recycling location off S. Myrtle St. The Board noted that the proposed location for trash and recycling collection can be seen from S. Myrtle St. and the residential home to the immediate east. (DC1-C)
- b. The Board recommended that the applicant design the open spaces between the buildings for residents and the public. The building mass should welcome the users of the bus stop and within the open space, the Board felt some level of seating opportunities should be provided to allow the residents and public to integrate. (PL1-A, PL1-C, CS2-B, DC2-B)
- c. The Board felt the residential street facing facades along S. Myrtle St. provided a good transition to the residential development to the east. The Board encouraged the applicant to reinforce the residential edge along the street focusing on the residential entries. (PL3-B)
- d. The Board recommended the façade treatments between the two structures at the northwest corner of the project site provide a coordinated façade treatment and positive response to the open space located between the structures. (DC2-B)

- e. The Board requested details on the paving materials to be used and the lighting proposed for the driveway entry at the next meeting. The Board felt that as the entrance into the project site, the driveway and associated trash/recycling storage area should be screened with consideration for both safety and security. The Board stated the driveway entrance should not be left strictly as an asphalt parking lot between the property line and building. (DC1-C)

4. Blank facade:

- a. The Board found the potential number of blank façades on the project site problematic. The Board requested the applicant further study how the blank walls facing the open space areas and the access driveway could be addressed. (DC2-B)

5. Pedestrian mobility:

- a. The Board recommended the applicant seek ways to integrate walking paths in the open space areas to provide pedestrian connections within the project site and to the adjacent sidewalks. The Board is concerned that the project may turn into a vehicle oriented development, accommodating cars not pedestrians. (DC4-C, DC3-C)
- b. The Board encouraged the applicant to work with the project team for the proposed development immediately to the south and seek opportunities for shared pedestrian access along the project sites south boundary. The Board indicated an enhanced landscape buffer with a shared pedestrian path between the two projects would be an appropriate direction to move in. The Board felt installing a fence between the two projects would be going in the wrong direction. (PL1-A, PL1-B)

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

At the time of the Early Design Guidance the following departures were requested:

- 1. Street Level Uses (SMC 23.47A.005):** The Code restricts residential uses to occupy, in the aggregate, no more than 20 percent of the street-level, street-facing facade in the NC1 zone.

Under preferred Option 3, the applicant is proposing to increase the amount of residential units on the street-level street facing façade from the required 20 percent to 70 percent. The application packet notes the success of commercial uses is likely limited to the intersection of Beacon Ave and Myrtle St. This rationale is based on the intersection being highly visible to pedestrian and vehicle traffic. By concentrating ground level commercial closer to the intersection, the applicant believes it is more likely to be successful. Proposed

residential uses adjacent to Myrtle will provide an opportunity for more active facades and connection to the public realm. The application also notes that by focusing the live/work towards the intersection, a more complementary transition is made to the development to the east.

The Board indicated preliminary support for the requested departure but only for the five units proposed facing S. Myrtle Street. In the Board's discussion, they felt increased residential uses along the street level street façade along S. Myrtle Street offered a better transition to the adjacent residential zoning of SF 5000. The Board agreed the live/work units along Beacon Ave. S. would strengthen the commercial presence along the street and compliment the proposed project to the south. (PL3-B)

2. **Street Level Development Commercial Depth (SMC 23.47A.008):** The Code requires non-residential uses (live/work units) to have an interior space which extends an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade.

The applicant is proposing to reduce the average depth of the live/work unit proposed at the northwest corner of the property, at the intersection of S. Myrtle St. and Beacon Ave. S. The application notes the requested departure is due to the irregular shape of the lot and proposed development options. Providing an average depth of 30' for live work units at the northeast and southeast corners of the parcel will create exceptionally deep units. By reducing the average depth of the corner live/work unit, the bulk and massing of the structure facing Beacon Ave would be more compatible in scale and massing to the two other structures proposed on the project site.

The Board indicated preliminary support for the requested departure. In the Board's discussion, they noted that it would only affect one unit and would provide greater consistency regarding the bulk and massing of the three structures proposed on the project site. (DC2-A)

3. **Structure Height (SMC 23.47A.012):** The Code permits the height of a structure to exceed the otherwise applicable limit by up to 4 feet, if the average height of the exterior residential facades of any portion of a story that is partially below-grade does not exceed 4 feet, measured from existing or finished grade, whichever is less, and the first floor of the structure at or above grade is at least 4 feet above sidewalk grade.

The applicant is proposing an average height of the exterior façade that is partially below grade to exceed 4' above the lower of existing and finish grade and allow the first floor of the structure above grade adjacent to the sidewalk to be less than 4' feet above sidewalk grade. This departure is driven by existing topography, the client's desire to provide garage parking for all units, and to create an elevation as viewed from S Myrtle St that maintains a consistent first floor elevation and repetition in design.

The Board indicated preliminary support for the requested departure. In the Board's discussion, they felt the consistency along the grade plane was a desirable outcome of the departure request. The Board wanted the residential stoops to respond well to the public realm and be designed to still create interactions from the residential stoops and the adjacent sidewalk.

STAFF NOTE: It has been determined since the time of the meeting that per SMC 23.41.012.B.17 a departure request for height standards is not allowed in this location.

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-B Sunlight and Natural Ventilation

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-A Location in the City and Neighborhood

CS2-A-2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

CS2-C Relationship to the Block

CS2-C-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-A Network of Open Spaces

PL1-A-2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

PL1-B Walkways and Connections

PL1-B-1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

PL1-C Outdoor Uses and Activities

PL1-C-2. Informal Community Uses: In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-B Residential Edges

PL3-B-1. Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

PL3-B-2. Ground-level Residential: Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

PL3-B-3. Buildings with Live/Work Uses: Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

PL3-B-4. Interaction: Provide opportunities for interaction among residents and neighbors.

PL3-C Retail Edges

PL3-C-3. Ancillary Activities: Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

DC1-C Parking and Service Uses

DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-A Massing

DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

DC3-C Design

DC3-C-2. Amenities/Features: Create attractive outdoor spaces suited to the uses envisioned for the project.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-C Lighting

DC4-C-1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

RECOMMENDATIONS

BOARD DIRECTION

At the conclusion of the EARLY DESIGN GUIDANCE meeting, the Board recommended moving forward to MUP application, with responses to all the guidance herein.